And the gray aid town awaking.

With the viries of the prime.

Seeing the secret spell period to the prime.

Seeing the secret spell period to the prime the secret spell period to the prime the prime the prime that the prime that the prime the prime that the pr

Heart of mind, which thus can waken. Quick to sounds of erief or cheer, When these fairy bells are shaken. Wating tones for scale to hear. Wander still across the ocean. Fraught with memory a silent applia, Hear, as in the lifts old closter, Sounds of Canterbury Bells.

The Horse and His Proper Use. There is in the following article so much good, strong, practical common sense, mingled with a seasoning of humanity, so unusual, yet so necessary, that we commend it to more than ordinary attention in reading. To young horse handlers in particular, if properly regarded, its lessons will prove of great advantage. That genial writer and true friend of the horse, the late Henry William Herbert, is its author.

It is not, after all, every one who owns a horse that knows how to use him, whether for his own pleasure or the horse's, which is, in other words, the owner's best advantage. Nor is it very easy to lay down rules how a horse should be used, considering the many different purposes for which horses are kept, the different natures and constitutions of the animals, and the different circumstances of their owners.

their owners.

Horses may, in general, be divided into two classes—those kept for work, and those kept for pleasure. In the former class may be included farm-horses, stage coach and omnibus horses, team-horses, employed in the transportation of goods, and moving heavy and bulky masses, carmen's horses—and hestly, the road horses of all professional men, who, like lawyers, doctors of medicine, and the like, are compelled to drive or ride many hours per diem, regularly, in the performance of their business.

In the latter class may be included race.

formance of their business.

In the latter class may be included racehorses, carriage-horses, or roadsters, and
many other animals belonging to business
men, which being employed during half the
time or more in actual service, are used during spare hours on the road, for purposes of
amusement.

amusement.

With regard to the first class of these horses, the exigencies of the business to which they are applied are, for the most part, such as to supersede or override all rules. In some cases the natural hours of the da and night have to be reversed, and the animals are called upon to do their work by night, and to rest and feed by day. Under these circumstances, it may be laid down as an immutable law, that at wintover hour the horses are to be worked, they must have full time, beforehand, to digest their food and water they must have full time. ame, beforehand, to digest their food and water, they must be carefully cleaned, and made comfortable, they must have sufficient intervals for halting and baiting, on the road, must be cleaned and well fed during the intervals of work, and must have ample time for undisturbed repose. The distance which horses in perfect condition can go upon the road, varies greatly with the powers of the animal, the degree of pains bestowed upon him, the skill of his driver, and the amount of his load, as well as the state of the roads. of his load, as well as the state of the roads. But it may be taken as a rule, that strong, able horses, of moderate speed can travel forty miles a day, with a moderate load, without distress, for many days in succession. It may be observed, that it is the better way to start at an easy pace when on a journey, to increase it slightly in the middle of the day, and again to relux it before coming in at night, in order to allow the animals to enter their stables cool, in good order, and ready, after a short rest and cleaning, to feed with an appetite.

ready, after a short rest and cleaning, to feed with an appetite.

It may also be observed, in this point of view, that it is a mistake to faircy that horses are benefited by being driven or ridden very slowly when they have a long distance to perform. If a horse have to get over forty miles in a day, the roads being good, the temperature of the day pleasant, and the load not excessive, he will do it with more ease and less inconvenience to humself, going at the rate of seven or eight miles an hour, and doing the whole distance in five or six hours, with a single stoppage in the middle of the with a single stoppage in the middle of the day, to feed and rest, than if he be kept pat-tering along at the rate of four or five miles, and be kept out of his stable, hungry and thirsty, and leg-weary to boot, for a longer time.

time.

Farm-horses, whose work is necessarily slow and continuous, lasting ordinarily from sunrise to sunset, with the exception of a mid-day halt for buiting, are under different circumstances. Their work being alwayslow, and rarely, if ever, severe, at the moment, or toilsome, except from its long duration, they need not be subject to the same condition as fast working horses, of being feelong before they are put to work, and allowed to evacuate their bowels thoroughly before being harnessed.

condition as hast working horses, of being fellong before they are put to work, and allowed to evacuate their bowels thoroughly before being harnessed.

They may, therefore, be fed and watered at the last moment, and put to slow work immediately, and will rarely take harm from travelling on full stomaches. In the same manner, when they are loosed at noon-day being rarely overheated, after a slight rest and a slighter rubbing down—which, by the way, they rarely receive—they may take their mid-day feed without delay, and without fear of evil consequences. In the like manner may be treated carmen's horses, and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team horses, the labor of which is heavy and team long to the stables for the night—and the more so, the more trying the day's work.

With regard to pleasure horses, which are usually in the stables, more or less, twenty hours out of every twenty-four, which are only taken out for the gratification of the owner at such times as it suits his humor or necessity, they should never be taken out or driven last on full stomachs; which can always be avoided by letting the groom know in case that they will be required at an unusual hour for an unusual work—when he can adapt his feeding hours to the circumstances of the case.

When harnessed and ready for a start, the driver should mount his seat quietly, gather his reins, and get his horses under way, slowly but gradually, by speaking or chirruping to them; never starting them with a jerk, or striking them with a whip—allowing them to increase their pace by degrees to the spead repuired, instead of forcing it on a sudden.

I

It is far better for horses to drive them steadily at a regular pace, even if it be ten or twelve miles an hour, than to send them along by fits and starts, now spinning them over

plodding along at six or seven, and of two pairs of horses, driven the same distance, after the two different methods, that which is driven evenly will, at the end of the day, be comparatively fresh and comfort-able, while the other will be jaded and worn out.

able, while the other will be jaded and worn out.

In regard to punishment, the less that is administered the better. A sluggish or lazy borse must, it is true, be kept up to his collar and made to do his share of the work, or the free-goer will be worn out before the day is half done; and for this the whip must be occasionally used. Even good and free-going horses will occasionally be seized with fits of indolence, at moments, induced perhaps by the weather, and it may be necessary to stimulate them in such cases. Again, at times when the road is bad, when time presses, and certain distances must be accomplished within certain times, recourse must be had to punishment; as it must occasionally, also, in cases where the animals are victous or refractory, and where the master must show himself the master.

Still, as a general rule, punishment should be the last resort. It should never be attempted with a tired, a jaded, or an exhausted horse; for to apply it in such cases is an utter barbarity; little or no immediate advantage is gained to the driver, while it may probably result in the loss of an excellent animal. It is common to see horses punished for stumbling, punished for starting; and whenever a new horse, which one may chance be trying, starts off into a gallop after committing either of these offenses, one may be sure that he is an habitnal starter or stumbler, and that he has frequently undergone chastisement for them, and undergone it in vain. It is altogether an error to punish for either starting or stumbling; the one is the effect of fear, which can not be punish for either starting or stumbling; the one is the effect of fear, which can not be cured by the whip, the other, in most cases of malformation or tenderness in the foot which certainly can not be treated successfully by chastisement, which, in fact, aggrevater and confirms, instead of alleviating of

curing.

In speaking of driving at an equal page, we would not, of course, be understood to mean that horses should be driven at the same gait and speed over all roads, and over grounds of all natures. Far from it. A good driver will, white going, always, at the rate of ten miles—we will say—an hour, never, perhaps, have his horses going at exactly the same rate for any two consecutive twenty minutes. for any two consecutive twenty minutes. Over a dead level, the hardest of all things Over a dead level, the hardest of all things except a long continuous ascent of miles, he will spare his horses. Over a rolling road he will hold them hard in hand as he crosses the top axid descends the first steep pitch of a descent, will swing them down the remainder at a pace which will jump them half way up the succeeding hill; and will catch them in hand again and hold them hard over the top.

hand again and hold them hard over the top, as we have shown before.

Horses in work should be watered about once, with not to exceed two quarts, after every ten miles, or every hour, if one be traveling fast; and if traveling far, they should be well fed once in the middle of their journey. This point, however, has been discussed already under the head of feeding. In closing, we would say, always remember, in using a horse, that it can not be done with too much coolness, too much gentleness, too much discretion, or too much kindness. There is no better beast in the world than a horse, nor any one which, though often most cruelly misused by man, so well deserves, and so amply, by his services, repays the best

and so amply, by his services, repays the bes

IMPORTANCE OF REGULARITY IN MILEING.—
Mr. O. E. Hannum, a very successful dairyman of Por'age County, Ohio, a native of old
Berkshire, Massachusetts, names the points
of his management as follows: Good cows.
good feed, good milking, good care and management of the milk. He puts "good milking" in Italics, and remarks: "Each cowshould have a steady milker, be milked as
fast as possible, and all the milk drawn. I
am satisfied that there is a loss of one-third
in many dairies, by the lazy, haphazard way in many dairies, by the lazy, haphazard was in which the cows are milked. I have known persons sit down in the milk-yard and go through with some long yarn, and la from ten to twenty minutes milking on-cow, when it should be done in less than five."

BLONDIN TO ECLIPSE HIMSELY IN DARING.— The Niagara, (N. Y.) Herald says the rumor prevails that Blondin seriously contemplates diving from the center of his cable in a life boat made for the especial purpose, into the roaring flood-tides and foam-wreathed rapid of the river below! He is to undertake this dangerous experiment, not only from a de-sire of demonstrating whether such a thing as navigating the rapids is possible, but from the mere love of unheard or adventure.

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Please include the offices, Walmut-street, Rouse, between Stath at the offices, Walmut-street, Rouse, between Stath at the offices, Walmut-street, Tonical House, carner office, North State of Corner Front and Broad-way; Spencer Rouse Office, and at the Dopot, corner from and Mill-streets. Omnibuses call for passent.

Apple Mende ETEGERES

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> RAILROADS. GREAT THROUGH ROUTE TO THE
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> CHICAGO, LOGANSPORT,
> PEORIA, GURLINGTON,
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> Three daily through trains loave Sixth-street Dep. 1 Three daily through trains loave Sixth efreet Dep. t at 6 A. M. and 2/30 P. M. and 6 P. M.

At Bichmond, with Chelmati and Chicago half-road, for Anderson and all points on the Echofen-taine Railread Line; Kekeme, Logansport, Fern and all solute on the Wabah Valley Railroad At Indianapola for Terre Haute, Maticon, Pans, St. Louis and Illinois Central Railroad. At Lafayette for Danville, Tolone, Decatur, Spring Seid, Naples, Quincy, and Hamipal and St. Joseph Seid, Naples, Quincy, and Hamipal and St. Joseph s, Quincy, and Haunibal and St. Joseph Ballroad.
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This is exclusively a Western and North-western Route, having as favorable arrangements with connecting Roads as any other Route. Passing through a highly-cultivated country, with numerous towns and villages, it offers to patrons more pleasant accommodation for safety, comfort and interest than any other Route for the above named points. For Through Tickets or any further information be sure and apply at TOKET OFFICES:

169 Wainut-street, between Fourth and Fifth-streets, near Gibson House.

Rorth-saxt corner Front and Broadway;

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Choumast, Hamilton and Dayton Depot, Fifth and Sixth-streets.

D. M. MORROW.

W. H. SHIPMAN Pressure. W. H. SHIPMAN, Passenger Agent.

**FOundbesse will call for passengers by leaving hear names at either of the ficket Offices.

apile **ABITH. Agent.

INDIANAPOLIS AND CINCINNATI SHORT LINE RAILROAD.

NO CHANGE OF CARS TO INDIANAP-OLIDS, at which place it unites with railroads for and from all points in the West and North-west. THREE PASSENGER TRAINS THREE PASSENGER TRAINS
Leave Ciucinnati daily from the foot of Mill and Front-streets.—CHICAGO MAIL.—Arrives at Instanaolis at 10:47 A. M., Chicago at S.P. M.

ILINO A. M.—Terre Haute and Lafayette Accommodation—arrivers alfondinampolis at 10:50 P. M.

B. F. M.—CHICAGO EX.PRESS.—Arrives at Indiangular at 10:48 P. M.—CHICAGO EX.PRESS.—Arrives at Indiangular 10 at 10:48 P. M.—Chicago at 7:30 A. M.

Bayen at 10:48 P. M.—Chicago at 7:30 A. M.

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Fare the same, and time charier than by any other route.

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THRUIGH TICKETS, good until used, can be obtained at the licket offices, at spencer House corner, North-west corner of Brondway and Front, No. 1 Burnet House corner at the Walbut-street House, So 5 East Third-street, and at Depot Office, foot of Mill, on Front-street, where all necessary information cashes had.

Omnibuses run to and from each train, and will call for passengers at all hotels, and all parts of the city, by leaving address at other office. A.HICKENTOUPER

Saddle, Trunk and Harness MANUFACTORY, FINE CLARETS. JUST RECEIVED. 72 cases La Rose. Justice, St. Estophe. Charters Marganx and St. Julian; all of excellent quality. For sale, wholesale and cases to be 200. 172 26 36 and Brench 373 West Fourth-st.

D. S. OARRICK,

CN AND AFFER MONDAY, JUNE 11,

180, Irish will depart as follows:

6 A EXFERENCE Chickmatt, Hambleon and Dayton Best Chickmatt, Hambleon and Dayton Depot - For Hamilton, Bickmond, Indianapolis, Jonarapetert, Dayton, &c.

7:30 A. M. EXPERSS.—From Little Missard Depot, and from Lindianaty-Hamilton and Dayton, Depot - Connects via Columbus and Cleveland; via Columbus, Crestline and Fittaburg; via Columbus, Relair and Benwood; and via Corumbuy, Bolair and Fittaburg; also for Firm and Fittaburg; via Columbus, Relair and Benwood; and via Corumbuy, Bolair and Fittaburg; also for Firm and Fittaburg; via Columbus, Relair and Benwood; and via Columbus, Bolair and Fittaburg; via Columbus, Connects via Columbus and Benwood; via Columbus, Relair and Pittaburg; via Columbus, Crestline and Fittaburg, and via Columbus, Connects via Columbus and Belair and Benwood; via Columbus, Relair and Pittaburg; via Columbus, Connects via Columbus and Belair and Benwood; via Columbus, Relair and Pittaburg; via Columbus, Connects via Columbus and Carvaland.

2:36 P. M. EXPRESS—From Cincinnati, Hamilton and Dayton Depot—For Dayton, Spring-Rold, Urbans, Bellefontaine and Kentoni also at Dayton for Columbus; connects via Hamilton for Columbus; connects via Hamilton for Columbus, stopping at all Way Stations; also for Springfield.

4 P. M.—From Little Mismi Depot—Accommodation for Columbus, stopping at all Way Stations; also for Springfield.

4 P. M.—From Little Mismi Depot—Accommodation for Columbus, stopping at all Way Stations; also for Springfield.

4 P. M.—From Little Mismi Depot—Accommodation for Columbus, stopping at all Way Stations; also for Springfield.

5 P. M.—From Little Mismi Depot—Accommodation for Columbus, stopping at all Way Stations; also for Springfield.

6 P. M.—From Little Mismi Depot—Accommodation for Columbus, Stopping at all Way Stations; also for Columbus, Stopping at all Way Stations; also for Columb

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RAILROADS.

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RAILROADS!

Benwood; and via Columbus, Belair and Flitzburg.

SLEEPING-CARS ON THIS TRAIN.

For all information and Through Tickets please apply at the Offices, south-east corner of Front and Broadway! west side of Vincestreet, between the Postoffice and the Burnet House; No. I Burnet House; No. 5 East Third-street Depot, and at the East Front-street Depot, and at the East Front-street Depot, are also be commissioned by Columbus time, which is seven minutes faster than Cincinnat time.

P. W. RIFADER, General Ticket Agent.

Omnibuses call for passengers by leaving directions at the Ticket Offices.

COMMENCING APRIL IS, 1860. OHIO AND MISSISSIPPI 海甸川 RAILROAD BROAD GAUGE.

CINCINNATI & ST. LOUIS. THROUGH WITHOUT CHANGE OF CARS.

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Through to Indianapolis without Change of Cars.

The 6 P. M. Train makes direct connection at Logansport with Legansport, Peoria and Burlington Saltroad, for Gilman, El Paso, Peoria, Burlington, Julicy, Galesburg, Galena and Dunleitt, making the International Control of the Contr TWENTY-FIVE MILES SHORTER 100 MILES SHORTER

Shortest Route by 30 Miles.

CITY SURVEYOR. NEERO VINI ST ABOVE FIFTHS

103 Main-atreet, three deers above Third,

REP ON HAND AND MARE TO ORand most state and most state and most state and most and the state and most state and least state and